

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ADP-00 L-03 CAB-09 CIAE-00 COME-00

DODE-00 INR-10 NSAE-00 RSC-01 FAA-00 SS-15 NSC-10

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E.O. 11652: N/A

TAGS: ETRN, CA

SUBJECT: CIVAIR NEGOTIATIONS

BEGIN SUMMARY.

AT END OF SECOND WEEK OF AIR ROUTE NEGOTIATIONS, DELEGATIONS ARE FAR APRT ON KEY ISSUES. MAIN IMPASSES ARE THAT CANADA WILL NOT AGREE TO DEFER SAN FRANCISCO ROUTE AS LATE AS 1980 AND CONTINUES INSIST ON TORONTO-TEXAS AND TORONTO-DENVER/LAS VEGAS ROUTES. DELEGATIONS MEET AGAIN AFTERNOON JULY 30, WITH LITTLE PROSPECT CANADA WILL MATERAILLY CHANGE ITS POSITION ON THESE ISSUES. A NUMBER OF OTHER ISSUES ALSO REMAIN UNRESOLVED. WITH EXCEPTION CANADIAN INSISTANCE ON EXPANDED RIGHTS BEYOND HONOLULU IN PACIFIC, THESE OTHER ISSUES APPEAR TO BE OF SECONDARY IMPORTANCE TO CANADA. END OF SUMMARY.

1. AT MEETING ON AFTERNOON JULY 27, USDEL PROPOSED COMPROMISE ON QUESTION OF DATES AND LINAGE INVOLVING EASTERN CANADA-CALIFORNIA ROUTES, ESSENCE OF WHICH WAS THAT U.S. WOULD ACCEPT LINKAGE DESIRED BY CANADA IF CANADA ACCEPTED U.S. DATE. DETALIED PROPOSAL WAS AS FOLLOWS:

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A. PHASE I: LOS ANGELES-TORONTO/MONTREAL FOR BOTH SIDES.
B. PHASE II: MONTREAL-CLEVELAND FOR CANADA.
C. PHASE III: SFO-TORONTO FOR U.S.
D. 1980: FOR U.S.-CHICAGO-MONTREAL, DETROIT-MONTREAL,
CLEVELAND-MONTREAL AND MONTREAL ADDED TO SFO-TORONTO
ROUTE. FOR CANADA MONTREAL/TORONTO-SFO.

2. CANDEL REJECTED 1980 DATE UNDER ANY CIRCUMSTANCES,
BUT SAID IT WILLING GIVE US CHICAGO-MONTREAL BEFORE
CANADA RECEIVES TORONTO-SAN FRANCISCO IF 1980 DATE
MOVED FORWARD.

3 WITH REGARD THREE UNSATISFIED CANADIAN ROUTES,
(TORONTO-TEXAS, TORONTO-DENVER/LAS VEGAS, AND CALGARY-
DENVER/DALLAS), CANDEL SAID IT WOULD TAKE LESS THAN
ALL THREE, BUT REFUSED TO BE PINNED DOWN ON WHAT IT
MEANT. U.S. POSITION REMAINED THAT NONE OF
THESE THREE ROUTES SHOULD BE ESTABLISHED, EXCEPT
PURSUANT TO SINGLE/DOUBLE TRACK FORMULA.

4. IN PRIVATE CONVERSATION BETWEEN STYLES AND
DUPUY EVENING JULY 27, STYLES ASKED INFORMALLY OF
POSSIBILITY ASSIGNING DALLAS-TORONTO/MONTREAL AND
ST. LOUIS-TORONTO TO U.S. AND TORONTO-HOUSTON
TO CANADA. DUPUY AVOIDED DIRECT RESPONSE, BUT WONDERED
ABOUT VIABILITY OF TORONTO-HOUSTON FOR CANADA. HE DID
CLARIFY THAT OBTAINING TORONTO-TEXAS WAS ESSENTIAL AND
THAT IT WOULD BE DIFFICULT TO DROP TORONTO-DENVER/
LAS VEGAS. EVEN IF CANADA COULD DROP LATTER ROUTE, IT
WOULD THEN HAVE TO OBTAIN OTHER COMPENSATION IN AREA D
(PRESUMABLY SAN JUAN). DUPUY ALSO SAID THAT SOME
EXPANSION OF RIGHTS BEYOND HONOLULU FOR CAP AIR WAS
ESSENTIAL FOR INTERNAL REASONS AND HOPED USDEL COULD
OFFER SOMETHING IN THIS DIRECTION. STYLES HELD OUT NO
HOPE ON THESE ROUTE QUESTIONS AND SAID THERE WAS NO
INCLINATION IN WASHINGTON TO IMPROVE ON THE 1980 DATE.

5. STATUS OF OTHER ISSUES IS AS FOLLOWS:

A. USDEL HAS OFFERED CHOICE OF HONOLULU-VANCOUVER FOR
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U.S. AND VANCOUVER-LOS ANGELES FOR CANADA IN SAME
PHASE (WHATEVER THE PHASE) OR CANADA MAY OBTAIN ITS
ROUTE FIRST IF U.S. HAS OVERFLIGHT OF TERMINAL RIGHTS
BETWEEN VANCOUVER AND HONOLULU WHEN VANCOUVER-LOS
ANGELES ESTABLISHED. AS A VARIATION (SINCE WE HAD
OFFERED IT BEFORE), WE SAID CANADA COULD HAVE VANCOUVER-
LOS ANGELES IN PHASE I WITH HONOLULU-VANCOUVER FOR U.S.
IN II. ALTHOUGH THIS QUESTION REMAINS UNRESOLVED,

CANDEL HAS SAID IT DOWN NOT APPEAR TO BE AN IMPASSE.

B. U.S. HAS OFFERED TO ADD LOS ANGELES TO CANADA'S EDMONTON/CALGARY - SFO ROUTE IN PHASE III WITH MANDATORY AT SFO UNTIL CALGARY-LOS ANGELES TRAFFIC REACHES A LEVEL TO BE DETERMINED. CANDEL POSITION IS THAT LOS ANGELES BE INCLUDED IN PHASE I WITH MANDATORY STOP PROVISION UNIL III. RESOLUTION HERE MAY BE DIFFICULT, BUT CANDEL HAS NOT PURSUED THIS MATTER WITH MUCH FORECEFULNESS.

C. IN AREA D, WE PROPOSED U.S. OBTAIN BOSTON-TORONTO EXCLUSIVELY AND CANADA TORONTO-WASHINGTON(DULLES) EXCLUSIVELY. CANDEL HAS DEFERRED RESPONSE. WE HAVE NOT YET USED FALLBACK IN CAB LETTER. CANDEL HAS SAID IT WILL GIVE UP MONTREAL-SAN JUAN IF IT OBTAINS TORONTO-DENVER/LAS VEGAS.

6. IN AN EXCHANGE OF OVERLL ASSESSMENTS, CANDEL HAS ADMITTED THAT IT IS DEMANDING A ROUTE PRICE FOR CONTINUATION OF PRECLEARANCE SEPARATE FROM TH EFFECT WHICH PRECLEARANCE WAS ON REVEUNEUE BENEFITS DERIVED BY THE AIRLINES ON TRANSBORDER ROUTES. USDEL HAS EMPHASIZED FIRM U.S. POSITION THAT IT WILL NOT PAY FOR PRECLEARANCE AS SUCH. WE SURMISE THAT THE CANADIAN PRECLEARANCE PRICE IS ONE OR MORE OF ITS UNSATISFIED ROUTE REQUESTS.
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